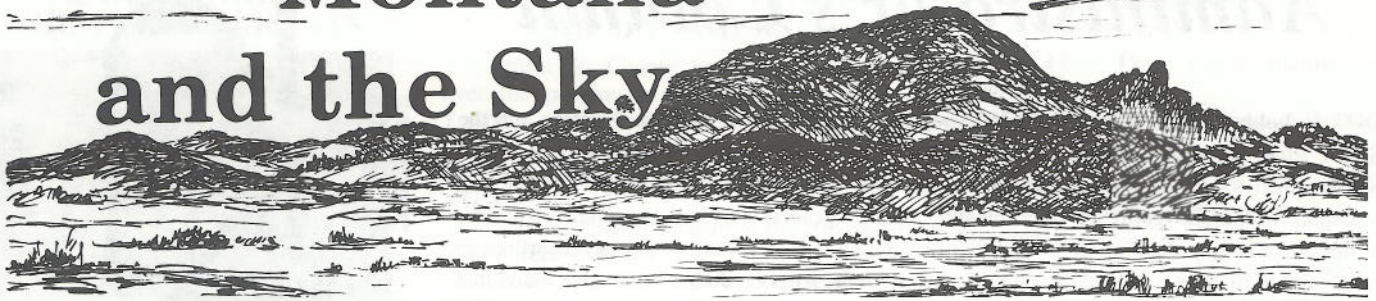


Montana and the Sky



Vol. 40, No. 1

MONTANA AERONAUTICS DIVISION

January 1989

FRANK KINGSTON SMITH TO ADDRESS SATURDAY LUNCHEON

Piper Aircraft's "aviation ambassador" and author Frank Kingston Smith will attend the Montana Aviation Conference as the speaker for the awards luncheon on Saturday, March 4.

Smith, who has logged more than 10,000 hours, has begun to travel across the nation in a Piper Dakota speaking to aviation and non-flying groups about the wonders of flight. Piper Aircraft Corporation is pleased to have Frank Kingston Smith help spread the word about personal aviation.

Born and educated in Philadelphia, Pennsylvania, Smith served in the U.S. Navy in the Southwest Pacific. After World War II he entered law school to become a trial attorney and graduated from Temple University Law School in 1949.

Smith began to fly in 1955 as a way to find relaxation from his trial practice. Flying has been a positive force in his life, which is why he has devoted much of his life to the aviation industry. In 1959 his love for flying took him to the Flying W Ranch, a western type dude ranch for private pilots. There he logged time in virtually every make and type of light aircraft.

In 1963, Smith accepted an invitation to be a Washington, D.C., based executive for the National Aviation Trades Association (NATA) and served in that capacity as a registered lobbyist for ten years. He became associated with several Washington law firms in 1973 as an expert consultant on aviation matters, handling cases all over the U.S. and Europe. During this time he was also a featured speaker and panelist at five FAA Planning Review Conferences and at numerous meetings, symposiums, and

conventions sponsored by major aviation industry associations.

Smith is the author of 11 popular aviation related books as well as hundreds of articles in many trade magazines. His first book, Weekend Pilot, is an aviation classic which encourages thousands of would-be pilots to take to the skies. Some of his other

works include: Flights of Fancy, I'd Rather Be Flying, Legacy of Wings, and Weekend Wings.

The Saturday luncheon is scheduled to begin at 11:30 a.m. at the Copper King. A registration form for the Conference is included elsewhere in this publication.

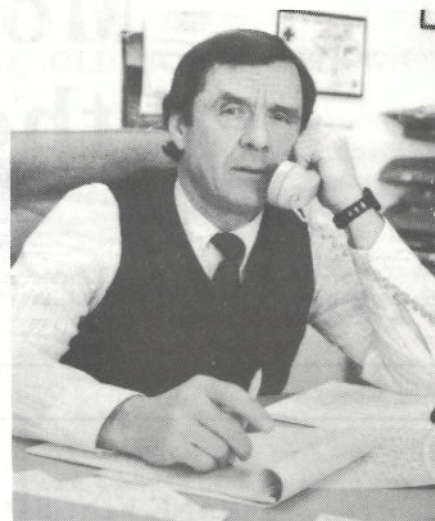


Administrator's Column

DOT Upholds Judge's Decision on Massport. In our November issue of *Montana and the Sky*, I wrote about the landmark ruling handed down by DOT's Administrative Law Judge Kolko which found the Massachusetts Port Authority (Massport) in violation of federal law. Massport was found guilty of discriminating against general aviation and small commuter airlines by charging them up to 500% more for landing fees than they do for larger airlines in an attempt to limit or eliminate their use of Boston Logan Airport. Judge Kolko also found that Massport violated the Federal Aviation Act and the Commerce Clause of the Constitution. On December 22, DOT Deputy Secretary Mimi Dawson upheld Judge Kolko's ruling. If Massport does not comply with the DOT mandate, they will not be eligible for federal grants amounting to over \$10 million from the Aviation Trust Fund. Had Massport prevailed, a precedent would have been set which would undoubtedly have spread throughout the nation and devastated the national air transportation system.

VA Flight Training Fails. The U.S. House of Representatives failed to approve veterans' flight training assistance provided for in the Veterans' Benefits and Programs Improvement Act of 1988. Had legislation been successful, a veteran would have been eligible to receive 60 percent assistance for flight training after a private pilot license was obtained. There is still some optimism that continued effort will be exerted to have a new provision introduced in the new session of Congress.

Drug Testing Aviation Employees. The DOT will soon be releasing rules for drug testing certain aviation employees. Pilots, mechanics, dispatchers, flight and ground engineers, instructors, airport security, and flight attendants will be subject to the new drug testing rules. It does NOT include private pilots. These required tests will include not only airlines, but FBOs and air charter companies, and it will be the responsibility of the employer to develop a drug testing program which must meet the federal guidelines.



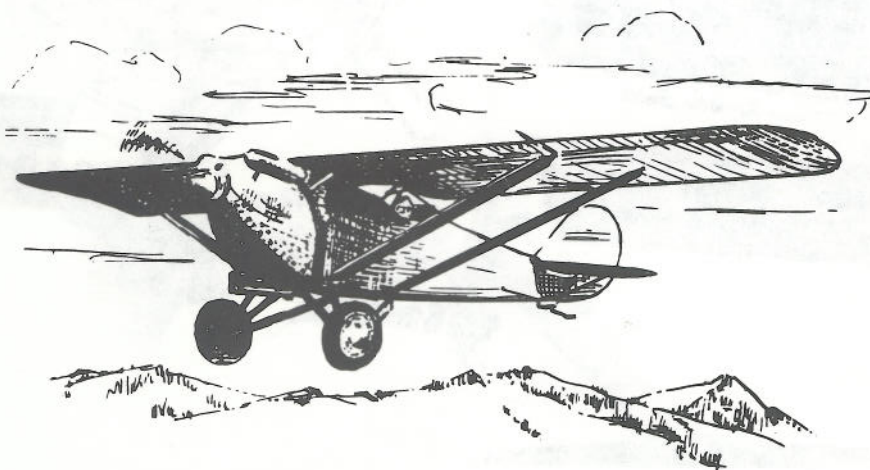
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BOARD AWARDS ENGINEERING GRANTS



**By: Gerald C. Burrows, Chief
Airport/Airways Bureau**

Four requests for \$1,000 Preliminary Engineering Grants were approved by the Aeronautics Board at their January meeting. Listed below are the applying entities and the work proposed to be addressed with the grant:

Jordan: The community hopes to have plans on line by summer 1989 to take advantage of a nearby highway project to aid in repairing their deteriorated airport.

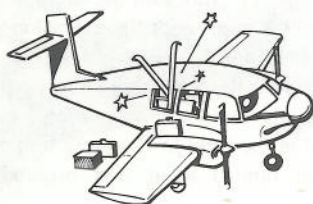
Lewistown: The airport water system is outdated and is inadequate for present airport use and fire protection.

Anaconda: The prevailing winds favor their crosswind gravel runway (16/34) as often as their paved runway (4/22). Paving, lighting, approach aids, and a connecting taxiway are needed.

Shelby: New taxiway, runway extension, porous friction overlay, and lighting system improvements are part of the airport projected improvements.

The Preliminary Engineering Grants are a part of the budgeted expenditures of the Airport/Airways Bureau offered to assist communities with preliminary work for capital airport improvement projects.

The Preliminary Engineering Grant program for FY 89 has exhausted its funds with the above four grants. Legislative action will determine if this program will continue after June 30, 1989.



HELENA, BILLINGS GET FAA MANAGERS

Milton R. Cooper has recently taken over the position as manager of the Air Traffic Control Tower at Helena. Milton fills the position vacated by Tim Berrow, who transferred to the Tacoma Narrows ATCT.

New air traffic manager at the Billings FSS is Irene F. Gross. She fills the position vacated by John Ellsworth who is going to McMinnville Automated FSS.

Cooper has been employed by the FAA since 1967, holding positions in the FSS and terminal options. Positions held have included FSSs at Cedar City, Bryce Canyon, Tonopa, Akron, Ely, Prescott, and Las Vegas.

For the past eight months, Cooper has been manager of the Pocatello ATCT where he has been on staff since 1976.

Gross entered the FAA in 1976 in the Pre-Developmental Program and was assigned to the Fairbanks, Alaska, FSS. In 1979 she transferred to the Great Falls FSS and became an EFAS specialist there in 1980. In 1982 she returned to the Fairbanks FSS and was promoted to area supervisor in 1984.

In August 1986, Gross became air traffic manager at the King Salmon, Alaska, FSS and is leaving that position to go to Billings.

Both transfers became effective December 5.

CALENDAR

Feb. 17 - 19 - Flight Instructor Refresher Clinic, Helena.

March 1 - 4 - Montana Aviation Conference, Copper King Inn, Butte.

March 2 - 4 - Aircraft Mechanics Refresher Seminar, Montana Aviation Conference, Butte.

April 5 - 7 - Combined Airports Conference and Northwest Chapter Meeting of the American Association of Airport Executives, Holiday Inn, Bozeman. (More information to follow.)

June 12 - 30 - Aerospace Education Teacher Workshops.

July 8 - 9 - Montana Centennial Air Show Featuring the U.S. Air Force Thunderbirds, Gallatin Field, Bozeman.

July 14 - 16 - Schafer Meadows Work Session.

July 21 - 23 - Family Fly-In Flight Safety Expo, Coeur d'Alene, Idaho.

July 23 - Aug. 3 - EAA Fly-In Convention, Oshkosh, Wisconsin.



Aircraft Registration Fee Schedule

The following fee schedule is used to determine registration fees to be charged on Montana aircraft. Remember, the deadline for registration is March 1, and the penalty is five times the fee plus the fee. Any questions regarding aircraft registration should be directed to Ray Austin at the Aeronautics Division, phone 444-2506.

	0-5 Years	6-10 Years	11-20 Years	21-30 Years	31-40 Years
Single engine, fixed gear, 200 HP & under	300	175	100	50	25
Single engine, fixed gear, over 200 HP	500	250	150	75	50
Single engine, retractable gear, 200 HP & under	600	300	175	100	75
Single engine, retractable gear, over 200 HP	700	400	200	125	100
Multi-engine, piston	800	500	250	175	150
Helicopter, piston	700	450	225	150	125
Single engine jet helicopter, prop jet	1,500	700	450	300	175
Multi-engine jet helicopter, prop jet	2,000	1,000	600	400	200
Jet engine — no propeller	3,000	1,500	800	500	250

Glider, ultralight, gyrocopter, balloon, homebuilt aircraft, antiques or any aircraft over 40 years old — \$20.

CONFERENCE RECEIVES CENTENNIAL DESIGNATION

The 1989 Montana Aviation Conference has received official designation as a Montana Centennial Event. The Conference will be held March 1 - 4, 1989, at the Copper King Inn in Butte. Cosponsors for the fifth Conference are the Montana Aeronautics Division and the Montana Pilots Association.

Over forty aviation firms from all over the U.S. have already reserved booth space for the trade show to be held in conjunction with the Conference. Additionally, there will be a heated hangar display of new aircraft on the Butte Airport on Friday afternoon, March 3.

Conference speakers will include Lawrence L. Burian, president of the National Air Transportation Association, who will speak at the kick-off luncheon on Thursday, March 2; Frank Kingston Smith, Piper aviation ambassador and author, who will address the luncheon on Saturday, March 4; and Ann Holtgren Pellegrino, aviation author, historian, and expert on Amelia Earhart, who will present the program at the banquet on Saturday evening, March 4.

In addition, numerous speakers have agreed to share their expertise with the Montana aviation community through concurrent sessions which will include such topics as managing small airports, the annual inspection, understanding weather, aviation medicine, the Montcanaska Air Tour, federal and state legislation, mountain flying, airport promotion, flying in Canada, aerial support for firefighting, the Greenland project to remove the P-51s from the ice, the Strategic Air Command's B-1 bomber, survival, aviation history, the C-130 project in Antarctica, the biennial flight review, fuel management, flight safety, and others.

The Northwest Mountain Region of the FAA will conduct an availability session on Thursday afternoon, March 2. The Aviation Organizations of Montana (AOM) will hold an open meeting on Friday afternoon, March 3.

The annual Montana Aeronautics Division Aircraft Mechanics Refresher Seminar will be held in conjunction with the Conference as will the Ag Operators seminar.

The new aviation video, Montana Aviation - "A True Story," will be shown in public for the first time during a special premier at the Conference. The video

production was funded through profits from last year's Conference along with donations from the eight Montana aviation groups and corporate sponsors. More information on the special premier will follow in the February issue of the newsletter.

In addition, the Montana Airport Management Association will hold their spring meeting at the Conference. The Conference will provide the forum for the annual meetings of the Montana Pilots Association and the Montana Aviation Trades Association.

Registration fee for the Conference is \$25 for an individual; \$35 for a family. This fee allows entry into all sessions. In addition, the registration fee covers a free luncheon to be held in the display area at noon on Friday as well as two tickets to a hospitality hour. Meal tickets may be

purchased separately but **MUST BE PURCHASED NO LATER THAN 24 HOURS IN ADVANCE OF EACH MEAL.** Tickets for the kick-off luncheon on Thursday must be reserved through preregistration. A registration form is included elsewhere in this publication.

Rooms for the Conference have been blocked at the Copper King Inn at the rate of \$40 for a single; \$45 for a double. Call the Copper King at 494-6666. Additional rooms have been blocked at the War Bonnet Inn at \$44 single; \$49 double. Their phone number is 494-7800. Free shuttle service will be available between the Copper King and other motels.

A tentative schedule for the Conference appears elsewhere in this issue. While the basic format will not change, individual session times probably will yet be shifted.

MONTANA AIR SERVICE IN JEOPARDY

A Notice of Proposed Rulemaking (NPRM 88-18) recently issued by the U.S. Department of Transportation places the continued scheduled air service to seven Montana communities in serious jeopardy.

The proposed rules would eliminate subsidized air service to seven of the eight Montana communities now receiving service. The only community to be spared at this point would be West Yellowstone. Montana communities which presently receive subsidized air service, in addition to West Yellowstone, are Havre, Lewistown, Wolf Point, Glasgow, Glendive, Sidney, and Miles City.

Subsidized air service began in 1978 when Congress passed the Airline Deregulation Act. A part of the Act provided for a ten-year program of subsidized air service for small, rural communities throughout the United States. Scheduled airline service to these communities has been their lifeline into the state and national air transportation system.

The 1978 subsidy expired in 1988, but a coalition of small communities from across the United States put together a plan for an extension of the subsidy program for another ten years. This extension was passed by the last Congressional session with implementation scheduled for 1989.

As a part of the new program, Congress additionally included a provision to enhance the Essential Air Service program by

authorizing additional subsidy, if matched by the communities and/or states, to permit communities additional service and to permit small communities not presently in the program to opt in.

The 1989 federal appropriations for the Essential Air Service program fell about \$6.6 million short of the needed amount to merely maintain the existing program and about \$19 million short of funding the entire program as authorized by Congress. As a result of this shortfall, the Department of Transportation proposed rulemaking would eliminate the seven Montana communities - as well as numerous others throughout the U.S. - from the Essential Air Service program. These communities will, then, be faced with the devastating social/economic impact which will result from termination of scheduled airline service.

Not only will the proposed rule affect the rural communities throughout the U.S., it will also have a devastating impact on the commuter airlines serving those communities. Many of them committed to purchases of new equipment and the attendant support facilities on the strength of the passage by Congress of the extension of the subsidy program.

Senator Max Baucus, supported by the Montana Congressional delegation, has taken a lead in the fight in Congress to have the program funded as it was originally intended.

"AGROBAT" TO SPEAK AT CONFERENCE

Wayne Handley, ex-Navy pilot and aerial applicator since 1965, will attend the Montana Aviation Conference to speak to the Ag Operators Seminar and to conduct a concurrent session on the importance of aerial application to the nation's agricultural economy.

A competitive aerobatic pilot since 1983 with California state championships to his credit, Handley conceived and developed "agrobatics" as a means of helping inform the public about production agriculture and the safe, effective, and necessary use of agricultural chemicals to protect our nation's crops. His performances are a combination of crop dusting and aerobatic maneuvers performed in relation to stage props that portray obstacles normally encountered by ag pilots.

Because air shows are normally presented near heavily populated urban areas, and because much of the public is unfamiliar with the role of agricultural aircraft in crop production, Handley saw Agrobatics as the ideal mechanism to inform the public about agricultural aviation. ICI Americas, Inc., a major producer of farm crop protection chemicals, agreed with Handley's idea and sponsored his 1988 air show activity.

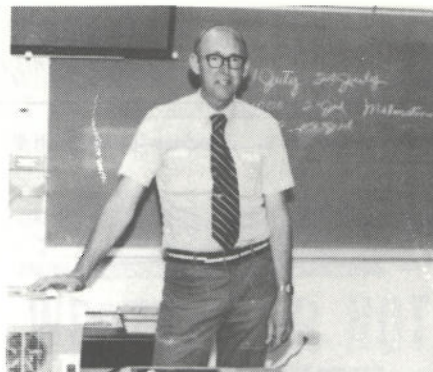
Handley graduated from Naval Flight School and received his wings and

commission in 1961. He left the Navy and started his ag flying career in 1965. In 1968, he started Crop Flight, Inc., and became active in the California Agriculture Aircraft Association (CAAA). He has served on the CAAA board of directors for eighteen years and was president in 1978.

The first U.S. aerial applicator was Lt. J.A. Macready, a young Army Air Service pilot who used a specially modified Curtiss JN-6 "Super Jenny" in 1921 to drop lead arsenate dust on a grove of catalpa trees infested with Catalpa Sphinx caterpillars. This experiment was conducted near Dayton, Ohio, and was so successful that it was decided to try aerial dusting to control boll weevils on the cotton crop in Louisiana. Two Curtiss biplanes were used to dust the cotton fields around Tullulaha, Louisiana, in 1922.

In a normal year, the ag air fleet treats 150 million acres of land at least once, applying seed, fertilizer, and crop protection chemicals. The total ag air fleet flies nearly 2 million hours a year. Agricultural aviation is responsible for about 10 percent of the nation's total food and natural fiber production. This work is accomplished with 75 million gallons of fuel per year. Up to 65 percent of all crop protection chemicals commercially applied on U.S. agricultural land (including forests) is applied by air.

EN ROUTE WEATHER INFORMATION



**By: Fred Hasskamp, Chief
Safety and Education Bureau**

It's easy - just call Flight Watch on 122.0. There is little reason for not having up-to-date weather information while en route.

Here in Montana there are eight remote transmitter sites which will connect you directly with Cedar City Flight Watch where briefers will provide you with the latest weather information including those all-important PIREPS. (You can provide pilot reports through Flight Watch, too.)

Flight Watch, otherwise known as En Route Flight Advisory Service (EFAS), is for weather information only. To open or close flight plans, you must contact your nearest FSS.

The Flight Watch outlets in Montana are located near Kalispell, Missoula, Judith Gap, Miles City, Billings, Great Falls, Glasgow, and Butte. Just call Cedar City Flight Watch (aircraft and N number) plus your position in relation to the nearest VOR. If you can't remember the name of the parent facility (for Montana it's Cedar City, Utah), just call Flight Watch with aircraft and N number plus location.

It's that easy, and it will lighten the work load for local FSS briefers. But more importantly, Flight Watch is more widely accessible than FSS and is a service specifically designed to provide en route aircraft with timely and meaningful weather advisories.

All Pilots

All ELT transmissions are now reported to Search and Rescue by satellites.

Before start-up and after shut-down, tune your aircraft receiver to 121.5—your ELT may be transmitting.



TENTATIVE SCHEDULE — 1989 AVIATION CONFERENCE

(Please remember this is a tentative schedule — some sessions and times may yet be shifted.)

Wednesday, March 1

Afternoon

- 12:00 Booth Set-up begins
2:30 Registration begins

Evening

Ag Operators Dinner

Thursday, March 2

Morning

- 8:00 Ag Operators Seminar
10:00 Mechanics Seminar
10:30 - Concurrent Sessions
11:15 Managing Small Airports Accident Analysis
Annual Inspections Aircraft Finance
Understanding Weather

Luncheon

- 11:30 Kick-off Luncheon Speaker:
Lawrence L. Burian, President National Air
Transportation Association

Afternoon

- 1:30 Ag Operators Seminar
1:30 FAA Availability Session
2:30 - MAMA Business Meeting
2:30 Concurrent Sessions
4:15 Flying in Canada Washington Report
Flight Service Stations Aerial Firefighting
Rain Check I & II Legislation
Glass Cockpit Greenland Project
Agrobatics Montcanaska Air Tour
3:30 Mechanics Seminar
3:30 Ag Operators Business Meeting

Evening

- 7:30 Dr. Jerald Cockrell

Friday, March 3

Morning

- 7:30 AOM Board Breakfast Meeting
8:00 Mechanics Seminar
8:00 Flying Companions Seminar
8:30 - Concurrent Sessions
11:15 Flight Service Aerial Firefighting
ELTs Test Piloting
B-1 Bomber Legislation
Glass Cockpit Montcanaska Air Tour
Flying in Canada Biennial Flight Review
Rain Check I & II Aviation System Plan

Luncheon

- 11:30 Free to Registrants — in the Exhibit Area — Door Prizes

Afternoon

- 1:30 Aviation Organizations of Montana — Open Meeting
2:30 - Concurrent Sessions
4:15 Aviation History Aircraft Finance
C-130 Antarctica Project Mountain Flying
Annual Inspections Fuel Management
Understanding Weather Automated FSS
Survival Greenland Recovery
Thunderstorm Avoidance Aviation Promotion
3:30 MATA Business Meeting
4:30 Aircraft Display on Airport

Evening

- 6:15 - Hosted hospitality hour in display area
7:30

Saturday, March 4

Morning

- 8:00 Mechanics Seminar
8:00 MFF Business Meeting
8:00 MAAA Business Meeting
8:00 EAA Business Meeting
9:30 Aviation Program for Youngsters
9:30 - Concurrent Sessions
11:15 Thunderstorm Avoidance Air Shows
Flight Service Station Test Piloting
10:00 MPA Business Meeting
10:00 99s Business Meeting

Luncheon

- 11:30 Speaker: Frank Kingston Smith, Piper Aviation
Ambassador — Awards Luncheon

Afternoon

- 2:15 - Concurrent Sessions
4:00 ELTs Montcanaska Air Tour
Flying in Canada B-1 Bomber
Aviation Medicine Mountain Flying
Aerial Firefighting Airspace
Aviation History Survival
C-130 Project

Evening

- 6:00 - No-host hospitality hour
7:00 Banquet Speaker: Ann Pellegrino, Aviation Historian
and Earhart Authority

FAA DESIGNATED MEDICAL EXAMINERS

(*Authorized to give 1st class medicals)

Absarokee Exley, Jack L.
Baker Espeland, Darryl
 Obye, John R.
Belgrade King, David B.
Billings Cabrera, Herminio B.
 *Etchart, Leonard W.
 *Howell, George B.
 *Johnson, D. Frank
 Nelson, Richard C.
 Shaw, William S.
 *Standish, Vernon D.
Bozeman *Allen, Edward G.
 Hathaway, Robert A.
 *Patterson, John S.
Butte Pullman, John
Chester *Buker, Richard S.
Circle Hastetter, Nicholas J.
Columbus Klassen, Leonard
Culbertson Reitzel, Norman L.
Cut Bank Hemmer, Lawrence Jr.
Fort Benton Gertson, William F.
Forsyth Klingler, Richard
Glasgow O'Dea, Timothy
Glendive Chambers, Richard O.
Great Falls Johnson, Marcus
 *McGregor, John F.
 *Wynia, Robert E.

Hamilton Moreland, John P.
 *Petty, Charles R.
Hardin Ostahowski, Gary A.
Havre *Richardson, Bruce W.
Helena *Burgess, John R.
 *Goodwin, Reginald
 Kremer, Jerome
Kalispell Stephan, John D.
 *Swenson, Oscar A.
Laurel Richardson, Eugene L.
Lewistown *Lefever, Hollis K.
 Orley, Joseph P.
Libby Matthews, William T.
Livingston Noteboom, Dennis
Malta Dean, Phillip L.
Miles City Campodonico, Lawrence A.
 *Stickney, Edwin L.
 Winter, Malcolm D.
Missoula Thompson, Daniel W.
 Priddy, Michael
 Walter, Gary
Plains Lulack, Jacob V.
Plentywood Stoner, Gaylen J.
Polson Benkelman, Ward E.
Ronan Lewis, James
Roundup *Davis, David R.
Scobey *Fitz, Merle D.
Shelby *Stanchfield, Robert F.

Sidney Ashcraft, Jimmie L.
Stevensville Rossi, Alan H.
Whitefish *Coolidge, Del B.
 *Miller, Wilfred S.
Whitehall *Sacry, Gayle



WEATHER OR NOT

— IT IS YOUR DECISION —
 18% OF FATAL AIRCRAFT ACCIDENTS—INVOLVE WEATHER

———— **ONE** ————
Check weather, before takeoff !
 ————— **TWO** —————
Plan flight with an 'OUT' in mind !
 ————— **THREE** —————
Check weather, while en route !
 ————— **FOUR** —————
Don't fly into bad weather !
 "SAFETY IS NO ACCIDENT"

MONTANA AVIATION CONFERENCE — MARCH 1 - 4, 1989

MAIL TO:
 Montana Aviation Conference
 P. O. Box 5178
 Helena, Montana 59604

PLEASE PRINT OR TYPE

NAME(S) OF PARTICIPANT(S) (for name tags) _____

ADDRESS _____ PHONE _____

YOUR ORGANIZATION AFFILIATION:
 (choose one for name tag)

PLEASE MAKE THE FOLLOWING RESERVATIONS:

NOTE: Meal tickets must be purchased no later than 24 hours in advance.

MPA _____	99s _____	Reg. Fee — _____	@ \$25 _____	@35 _____	\$ _____
MATA _____	MAAA _____	Thursday Luncheon — _____	@ \$8 _____		\$ _____
MAMA _____	EAA _____	Friday Luncheon — _____	Free _____		\$ _____
MFF _____	CAP _____	Saturday Luncheon — _____	@ \$8 _____		\$ _____
Other _____		Saturday Banquet — _____	@ \$20 _____		\$ _____
Nonaffiliated _____					

TOTAL ENCLOSED:\$ _____

AIRPORT LOAN PROGRAM TO TERMINATE

**By: Gerald C. Burrows, Chief
Airport/Airways Bureau**

The Aeronautics Division has had some type of low interest loan program available to airport sponsors since the early 1960s. These monies often allowed the communities to match federal funds for large projects. State loans were paid off over a period of ten years. Over the years, these monies were used to improve most of the paved airports in the state, including projects like hangar construction and water towers. This loan money came from the Division's earmarked

revenue fund.

After the Aeronautics funds were no longer adequate to handle the program, funds again became available under the Long Range Building Program Bonds, administered by the state Department of Administration. This program will end June 30, 1989. There is nearly \$1 million available for loan under this program with the payback period now down to six years.

Please contact our office soon if you have been considering a loan for your airport.

OLD PICTURES SOUGHT

The Butte Conference Committee is still seeking historical aviation pictures for display at the Montana Aviation Conference March 1 - 4.

If you have photos which could be used, call Lisle Wood in Butte at 728-4322, Ext. 3251.

2000 copies of this public document were published at an estimated cost of \$.37 per copy for a total cost of \$746.60, which includes \$561.60 for printing and \$185 for distribution

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



January 1989

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